

Vol. VI.

Registered U. S. Patent Office

APRIL, 1925

No. 3

Free to all Fishermen



"The Half Mast Flag"

A large reproduction of the painting, "The Half Mast Flag," painted by a famous marine artist, will be sent to any Fisherman requesting it. It is reproduced in many colors and is rightfully termed a beautiful work of art.

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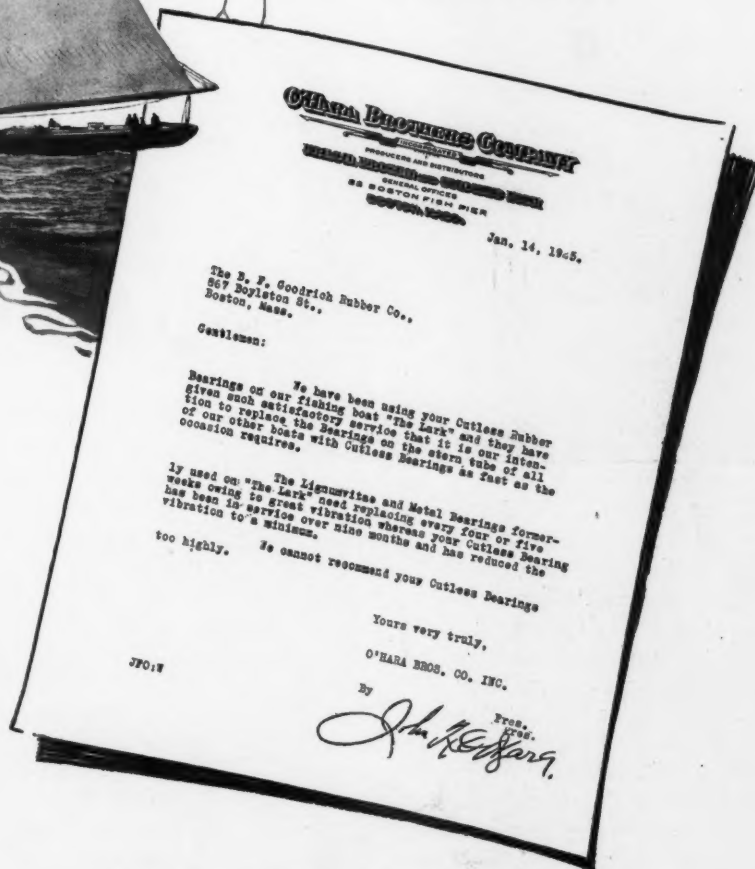


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Operates under sandy, dirty, water conditions impossible in other bearings. Supplied for any size craft — from motor boats to ocean going vessels.

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The "Lark" frequently breezes in from Brown's Bank at eleven miles an hour.

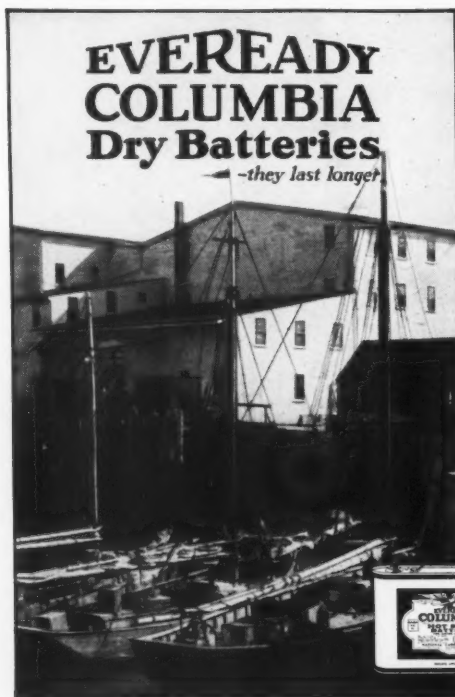
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And as he is already familiar with the SHIPMATE he is glad to satisfy the complaints of the crew by so safe an investment as a SHIPMATE range.

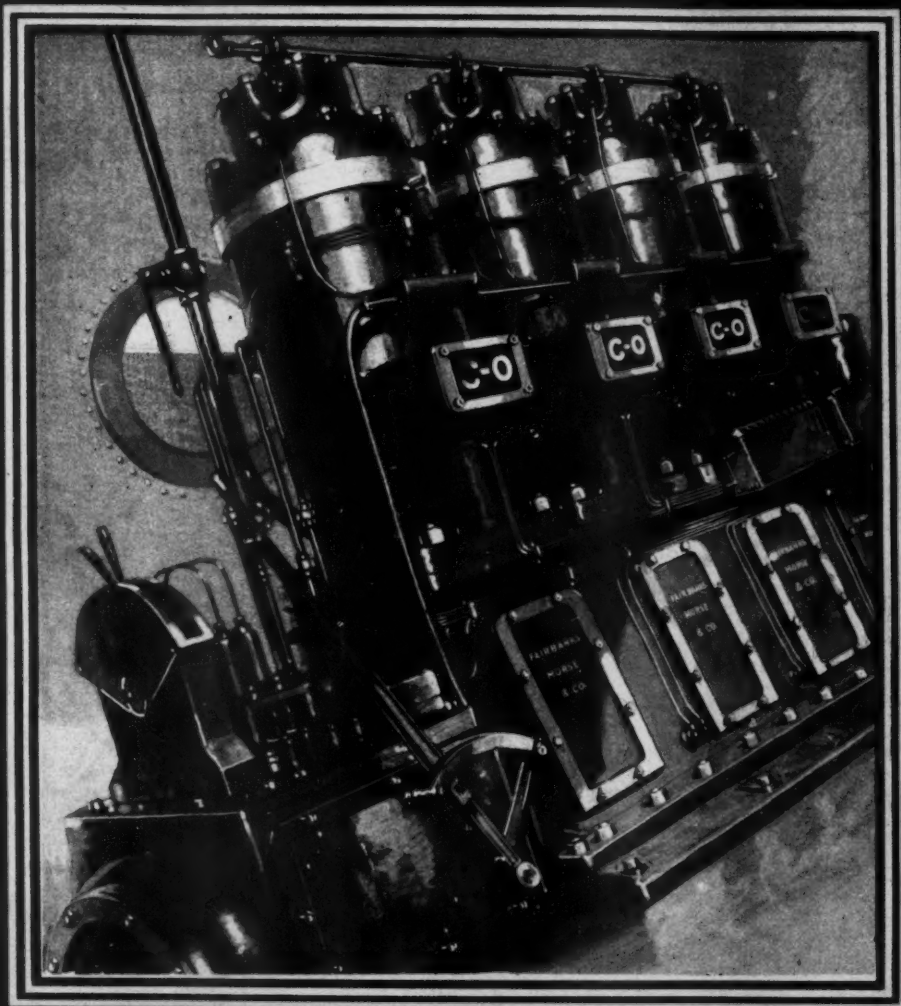
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THE STAMFORD FOUNDRY COMPANY
STAMFORD, CONN.
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—backed by the World's best engineering thought

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Today over 800,000 horsepower of Fairbanks-Morse two-cycle Oil Engines are in daily operation in stationary and marine service. According to good authorities, this compares favorably with the combined totals of all oil engine applications in America.

Type "C-O" Engines are built in a complete range of sizes from $7\frac{1}{2}$ to 300 horsepower, for all classes of marine service. They are also built into direct-connected generator and air compressor sets for auxiliary service. One of our engineers will be glad to discuss your problem, or complete information will be mailed on request.

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2-CYCLE "C-O" OIL ENGINES

THE PRODUCT OF EXPERIENCE



Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

Vol. VI. APRIL, 1925 No. 3

DAVID O. CAMPBELL.....President
FRANK H. WOOD.....Advertising Manager
ARTHUR W. BRAYLEY.....Editor

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New York Representative
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\$1.00 A Year 10 CENTS A COPY

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1925, at the Post Office at Manchester, N. H.
Under the act of March 3, 1879.

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Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Two New England Cooperatives Under Way

While the fresh fish interests of Boston and Gloucester are still wavering on the proposition of cooperative marketing, it is interesting to note that two branches of our New England fisheries—one to the north and the other to the south of us—are already working toward organized cooperative effort.

Word comes from eastern Maine that the sardine packers are looking forward to "the most successful season the industry has ever known". The reason for such optimism is founded on the confidence the packers hold in their newly organized cooperative association. They believe that this year, instead of curtailing the pack, they will be obliged to operate to full capacity in order to meet the demand to be created by the merchandising end of their cooperative organization.

Such cooperative features as uniformity of inspection, equitable distribution of fish, group buying, and uniform prices in buying and selling, will undoubtedly make for better quality, steadier employment, fairer returns to the fishermen, lower packing costs, and a just return on the packing investment. The packers realize that such measures are necessary if the industry is to be stabilized.

From Cape Cod we learn that her shell-fish interests are undertaking a cooperative campaign for the conservation of their fisheries and the marketing of their product. "With its unpolluted waters and great areas of production," states the Cape Cod Chamber of Commerce, "there is an opportunity to establish a responsible body for practical conservation and a marketing agency which can profitably utilize the name of Cape Cod as an unquestionable guarantee of the purity and healthfulness of its shell-fish products."

Thus are the sardine and the oyster people of New England shaping their courses for successful voyages. They realize that since their products are in keen competition with other foods for the nation's favor, that it

TABLE OF CONTENTS

Publishers' Page	5
Talk of the Fishermen's Races	7
Random Shots (Pictures)	9
Fishing Notes from Maine	10
Who's Who Among the Skippers	11
A Treatise On Eels	11
Some Interesting Fishery Figures	12
A Handy Herring Fisherman	13
News of the Boatyards	13
Lobster Notes	15
To the South'ard	16
Fishing Ship News	17-24

is good business to build up a method of merchandising as sound as that of their competitors.

We wonder how long the fresh fish folks will continue to mark time before they begin to sell their fish to the nation instead of waiting for it to be bought.

More Power to Him

Other coastal states would do well to pattern after Massachusetts in the issuing of annual reviews of their fisheries activities. In the presentation of such records, let them also look to the Massachusetts reports as models to follow.

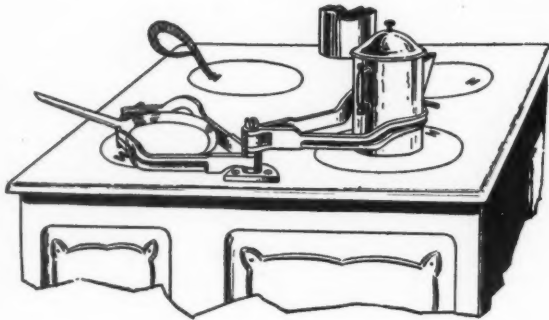
For thoroughness, for accuracy, for style, for rational deduction—the Massachusetts annual fishery reviews are the most intelligently handled of any similar matter that comes to us. That's for having a man like Arthur L. Millett, State Inspector of Fish, handling the job. Mr. Millett not only knows fish, fisheries and fishermen, but he can present his facts in a mighty readable manner.

STATEMENT OF OWNERSHIP, MANAGEMENT, ETC.

Statement of the ownership, management, etc., of "Atlantic Fisherman," published monthly at Manchester, N. H., required by Act of August 24, 1912. Editor, Arthur W. Brayley, 100 Boylston Street, Boston, Mass.; publisher, Atlantic Fisherman, Inc., Manchester, N. H. Owners holding one per cent or more of total amount of stock: D. O. Campbell, Frank H. Wood, Arthur W. Brayley, Albert M. Thompson, Atlantic Fisherman, Inc., all of 100 Boylston Street, Boston, Mass. Known bondholders, mortgagees and other security holders, holding one per cent or more of total amounts of bonds, mortgages or other securities: None.

ARTHUR W. BRAYLEY, Editor.

Sworn and subscribed to before me this 1st day of April, 1925.
BENJAMIN J. SELIG, Justice of the Peace.



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They keep the pots and pans on your Galley Stove QUIET. One turn with your stove lifter locks the Tongs.

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Whenever his stew spattered over the floor
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Awash with sodden deals,
We've slipped from Valparaiso
With the Norther at our heels.
The Seven Seas

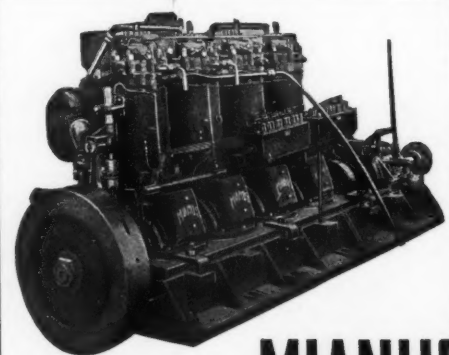
When the gale roars through the rigging and the waves run
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Fuel Oil 1 Gallon per hour
Lubricating Oil 1-4 Pint per hour

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—AND—
GASOLINE ENGINES

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. VI.

APRIL, 1925

No. 3

Talk of the Fishermen's Races

WITH the launching of the new Canadian cup aspirant, *Haligonian*, talk of the resumption this fall of the annual fishermen's race classic is heard on all sides. Certain it is that Canada will issue a challenge.

The new *Haligonian*, the ex-champion *Bluenose*, and another smart looking vessel by the name of *Mayotte* head the long list of eligible schooners from which Canada may choose her cup challenger.

But conditions are radically different on this side of the border. Of our schooner fleet, only one vessel is qualified and fit to defend the honor of our fisherman

prestige. She's the *Columbia*. Of the other possibilities, the *Henry Ford* and the *Mayflower* have taken motors, the Boston vessel also having had her spars shortened. That about completes the Yankee list of potential defenders. While the *Ford* and *Mayflower* might be eligible with propellers removed and engines sealed, these schooners would be greatly handicapped in a contest with the all-sail, trimmed-to-a-hair fliers from the East.

It is evident that our main hope lies in the *Columbia*, a fine, able schooner capable at her best, many say, of showing her heels to anything hailing from a Canadian

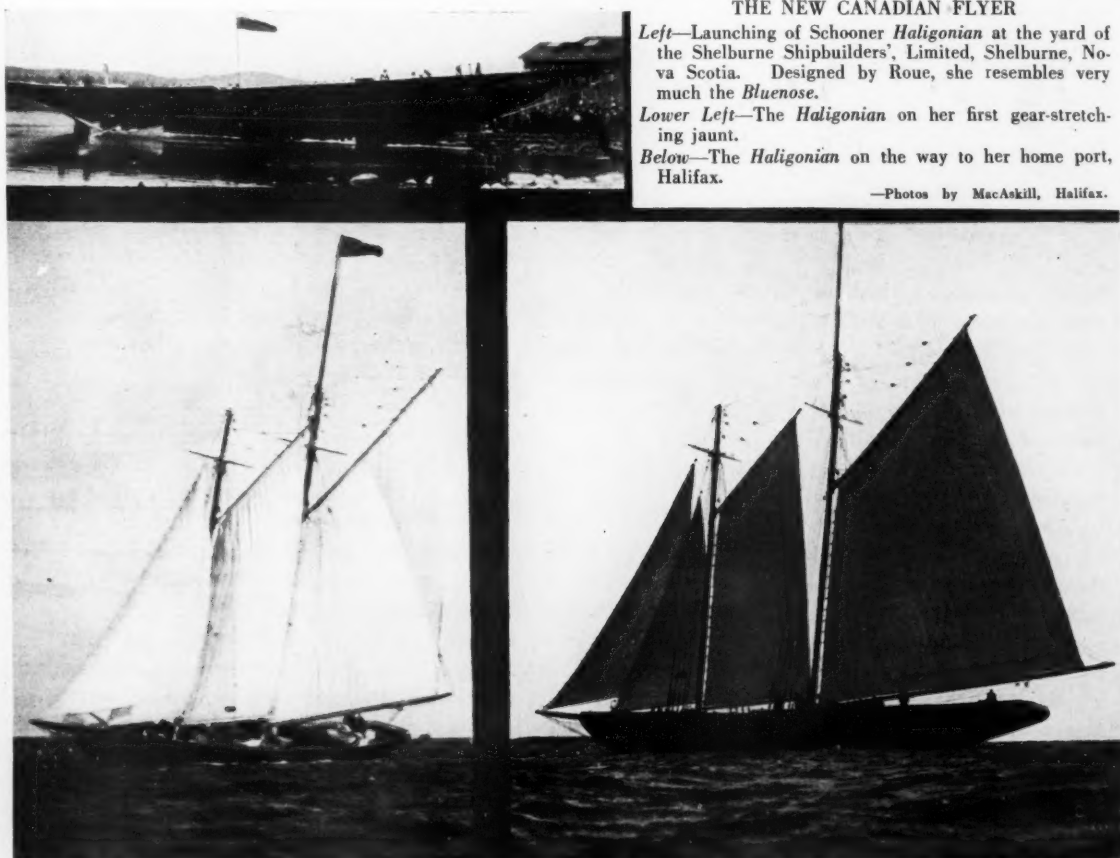
THE NEW CANADIAN FLYER

Left—Launching of Schooner *Haligonian* at the yard of the Shelburne Shipbuilders', Limited, Shelburne, Nova Scotia. Designed by Roue, she resembles very much the *Bluenose*.

Lower Left—The *Haligonian* on her first gear-stretching jaunt.

Below—The *Haligonian* on the way to her home port, Halifax.

—Photos by MacAskill, Halifax.



port—with reservation, of course, for the unknown *Haligonian*. If we are to retain the cup, *Columbia* is our main hope—and a good one.

But we shall have to make sure of the *Columbia*. Under present conditions her stockholders feel that they are in no position to promise the services of their vessel to uphold America's prestige. It seems that the stock in the *Columbia* has only been partially subscribed to. Thus the present owners have been carrying considerable of a burden, despite the fact that the *Columbia* has about held her own on her trips thus far. Unless a sufficient number of people interested in the races come forward and take up the remaining stock, it is doubtful whether the *Columbia* will race.

It is hoped that those of the fishing industry, who appreciate the tremendous publicity value of the races, will be brought together to discuss the situation and to formulate a plan which will ensure the *Columbia* as a race contestant. It is altogether too big an opportunity and too small an undertaking to meet with anything but success.

It would be but little short of a national disgrace, from a sporting standpoint, to be caught unprepared to accept the anticipated Canadian challenge this fall. From a business angle it would be a colossal industrial blunder. With the fish industry bending every effort toward cooperative action for the stimulation of consumption through advertising, it would be the height of folly to pass up the hundreds of thousands of dollars worth of advertising which may be had by the simple task of making the races an annual fixture.

Time is flying; and failure to race this year may kill the event for all time.

Canada's New Contender

It is evident that Canada is keen for retrieving the fishermen's cup, to which she lost title, two years ago, when Captain Angus Walters, skipper of the *Bluenose*, withdrew his vessel in a pique because the race committee penalized him for passing on the wrong side of a mark and awarded the race to the Gloucester contender, *Columbia*.

On March 25 a new schooner was successfully launched at the yards of the Shelburne Shipbuilders, Limited,—a sweet lined vessel designed by W. J. Roue, who modeled the fleet *Bluenose*. This new vessel, named the *Haligonian*, is the result of the enterprise and good sportsmanship of a group of Halifax citizens who not only want to keep the annual fishermen's classic alive, but who wish to guard against a repetition of the childish actions which marred the last series. Should the *Haligonian* win the right to sail against the Yankee's best, the committee will be assured this year of a Canadian contender amenable to their authority.

The *Haligonian* was the fifth Roue-designed vessel to leave the Shelburne Shipbuilders' ways within the last

year or so. In size and construction she resembles very much the ex-champion fisherman *Bluenose*, the craft which brought lasting fame to Mr. Roue as a designer. The new vessel, according to the designer, will have approximately the capacity of the *Bluenose*—somewhere in the neighborhood of 4,300 quintals. If anything, the *Haligonian* is a little more roomy and burdensome. Her construction is equally as heavy as that of the *Bluenose*.

Despite the fact that the *Haligonian* has oak topsides and pine decks, whereas the topsides and decks of the *Bluenose* are of birch and spruce respectively, the cost of the new vessel was about one-third less than that of the ex-champion. Launched, sparred, rigged, and canvassed, the *Haligonian* cost something less than \$25,000.

Following are the dimensions of the *Haligonian* shown with those of the *Bluenose* and the *Columbia*, for comparative purposes:

	<i>Haligonian</i>	<i>Bluenose</i>	<i>Columbia</i>
Length over all	142 ft.	142 ft. 10 in.	140 ft.
Waterline	110 ft.	111 ft. 8 in.	110 ft.
Beam	27 ft. 8 in.	27 ft.	25 ft. 6 in.
Depth	15 ft. 6 in.	15 ft. 9 in.	15 ft. 6 in.
Displacement, long tons.	280 tons	280 tons	269.5 tons

If racing is resumed this autumn, the international series will be sailed off Gloucester in November. The elimination races of both countries will probably be arranged for early October.

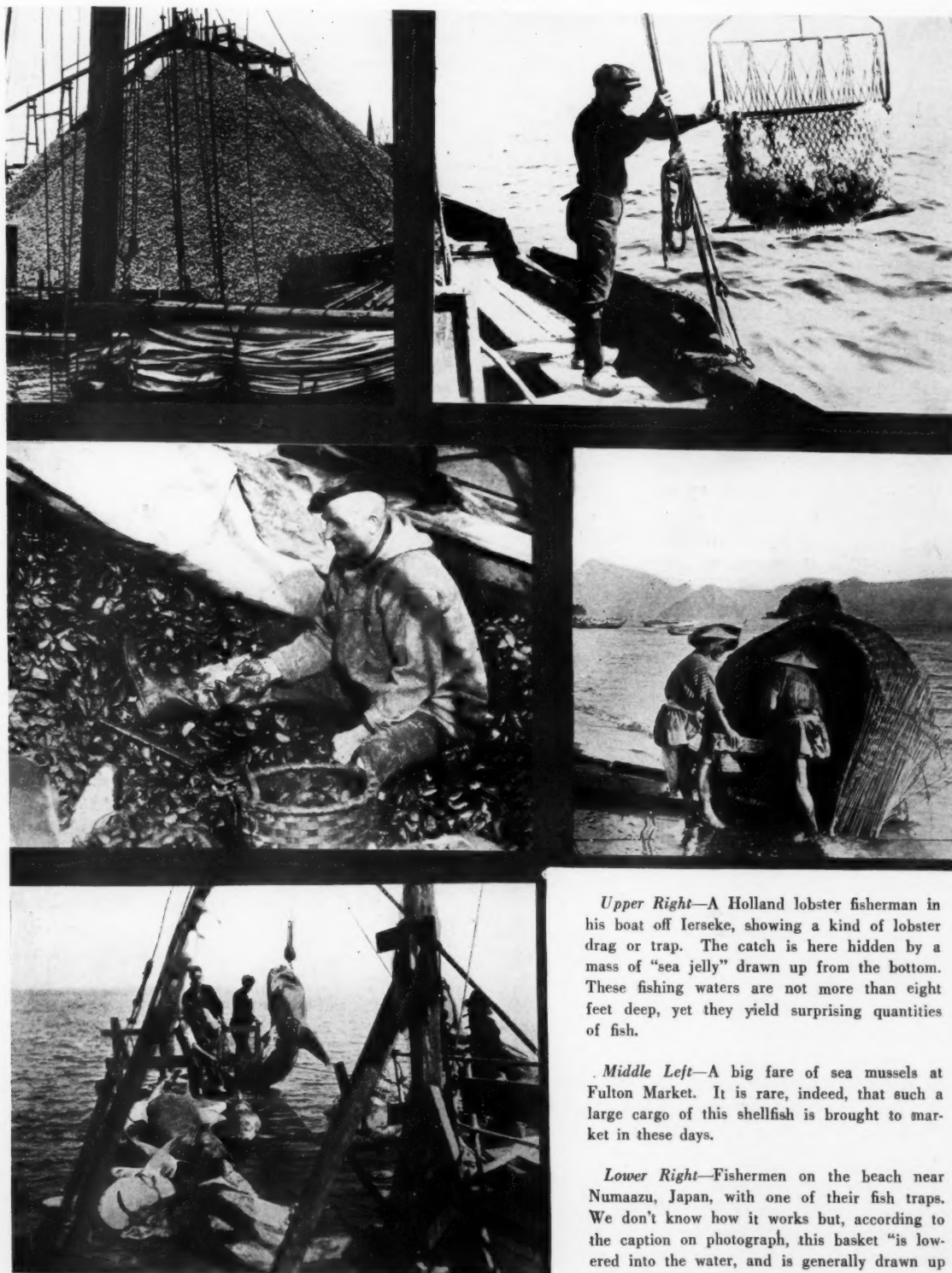
There are some skippers at Gloucester who would like to see the *Henry Ford* pitted against the *Bluenose* once more, this time with the Ford spreading all her canvas. Even in her crippled condition, with one "cloth" removed by order of the race officials, the *Ford* gave the big Lunenburg a splendid battle.

It is doubtful, however, whether Captain Clayt Morrissey could ever again be induced to race his schooner after the heart-breaking experience he went through in the fall of 1922.

Speaking of the *Ford* incident, when she was obliged (according to the official measurer) to take a piece out of her mainsail to comply with the race regulations, a man well versed in the racing game observed that had Captain Clayt simply tacked a piece of timber to the *Ford's* stem and smoothed it off, there would have been no need of clipping her wings. By the simple application of a false stem, her waterline could have been increased to the number of inches necessary to make the ratio of waterline to sail area conform with her original sail plan. It would have been a trick, all right, which Captain Morrissey, perhaps, would never have countenanced, though under the conditions he would have been justified in doing almost anything.

Random Shots

(Keystone Photos)



Upper Left—This mountain of oyster shells is at Hampton, Va. The typhoid rumors evidently did not scare everybody. This by-product will be used for oyster propagation purposes and for road-building.

Upper Right—A Holland lobster fisherman in his boat off Ierseke, showing a kind of lobster drag or trap. The catch is here hidden by a mass of "sea jelly" drawn up from the bottom. These fishing waters are not more than eight feet deep, yet they yield surprising quantities of fish.

Middle Left—A big fare of sea mussels at Fulton Market. It is rare, indeed, that such a large cargo of this shellfish is brought to market in these days.

Lower Right—Fishermen on the beach near Numazazu, Japan, with one of their fish traps. We don't know how it works but, according to the caption on photograph, this basket "is lowered into the water, and is generally drawn up full." Full of what?

Lower Left—The shark industry is coming into considerable prominence in Florida.

Fishing Notes From Maine

By the FISHERMEN'S DOCTOR

CAPTAIN Maynard Herrick has gone to Stonington to complete refitting and to arrange for the launching of the lobster smack *Crustacean*. Soon the smack will be on station in Mackerel Cove.

George Robbins of McKinley has the weir privileges at Opechee this season, and he and Edwin Lopaus are now busy at Opechee and Black Island getting out weir material. A little later Mr. Robbins expects to move his family to the island.

Calvin Stockbridge of Old Harbor will be in charge of the medicinal oil rendering plant of the Parkhurst Fisheries the coming season.

Following the recent decision of the Maine legislature to make no changes in the Maine lobster laws, it is interesting to note that Connecticut is falling into line, and is convinced that to adopt the Maine legal length is the only salvation for its declining lobster fishery. Other states are likely to follow suit.

At present lobsters are bringing only 20 cents, due to influx of Canadian lobsters. Such fishermen as are already on the job are not inclined to sell, and lobstermen who are ready to launch may delay setting out.

At Bass Harbor several of the trawlers are at work, but as yet have not found fish plentiful.

At the Underwood plant at McKinley canning fish-hash kept the crews busy most of the winter. The fish was largely supplied from Swan's Island and Mansett. Five hundred bushels of potatoes were used daily and kept many women busy digging out the eyes from the spuds which were peeled by machinery. Since the opening of the clam season they have been busy canning clams, and will continue until the 20th of April, when they hope to commence work on herring.

The handliners have been bringing in fair fares of fish to Mansett, and some big cod have been found in Frenchmen's Bay, but the water is yet very cold and the fishing is not so good as in some years at this season.

The clam canneries at Southwest Harbor have closed. Herring are expected in good numbers, and weirs are being built and repaired at Swan's Island, Opechee, in Bluehill Bay and along the Mt. Desert shore. Lo Rummil is putting up his weirs at The Hub. Gardner Lawson is building weirs at Hardwood Island off the western shore of Mt. Desert Island. Fred Bridges is making a weir at the northern end of Trumpet Island. Fred Hodgdon is building a weir for the Underwood Company at Tinker's Island. Stanley Mitchell is building weirs at Seal Cove, Mt. Desert. Ernest Murphy is going to run bait again this season in the sloop *Lettie M. M. H. Thurston* is going to buy lobsters at McKinley.

The fishstand of Rice & Co. at McKinley is going to take fish there, and they are preparing to operate a fishstand at South Gouldsboro.

Bait is scarce with no fresh bait available. Frozen her-

ring may be had at 5½ cents per pound. Expensive bait!

The Rockland trawlers continue to bring in good fares of fish and a large part of them go to Burnham and Morrill at Portland.

A large porpoise, weighing about 150 pounds, often called a "puffin' porker", was brought in by a Southwest Harbor fisherman and sent to Bangor for exhibition.

Under present unfavorable conditions, many lobstermen will go trawling instead of setting out traps, at least for a part of the season. At present trawlers out of Old Harbor are getting only 500 to 600 pounds of hard fish at a set, but expect marked improvement soon.

Fred Hagan, Walter Powers and Charles Herrick have a large weir well under way at Seal Cove and another big one at the back cove, and plan to build one at Barbour's Head on Deer Isle, where they have leased weir and seining privileges. Ralph Dawes and Will Kelley have their weir at Buckle Island about ready for the twine. Ferd Morse is already putting the twine on his weir at Irish Point. George Carter and Roy Stanley are ready to put twine on their weir at Hen Island.

The canners' association has put the price of herring at 60¢ per bushel.

Roscoe and Chester Joyce launched their boats recently and have gone lobstering. Harry Johnson, at Minturn, is building a motorboat about forty feet long, for a dry-smack to carry lobsters to Rockland. Alonzo Sprague will be foreman in charge of the dock at the Parkhurst Fisheries at Old Harbor.

Today, the 13th, it is reported that the price of lobsters is 15 cents. Many more lobstermen will a-trawling go. Walter Joyce and Seth Joyce will make trawling their business.

Harold Hart has leased the wharf and shore privileges at Atlantic dock, and will install gasoline and oil tanks and pumps with arrangements for conveniently supplying both motorboats and automobiles, and will open the store carrying supplies and fittings for marine and land motors. He also plans to fit up part of the old cafe to be ready to supply lunches and refreshment for the internal combustion of the fishermen and autoists themselves.

It is the general opinion around the bay that, what lobsters there are, are to be found inshore—if not all ashore. (Take that as you like.) The first of the month lobsters were reported as selling at Eastport at 45 cents.

The sardine packers of the Maine coast have taken a step in the right direction by forming a cooperative association. Under the new arrangement the pack of herring will be better quality, of greater quantity, and ought to find a better market, so that canners, employees and the consumers will all be better off.

Early in the month there was launched at Friendship a fine, new fishing vessel, the *Winifred Martin*, owned

(Continued on page 18)

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

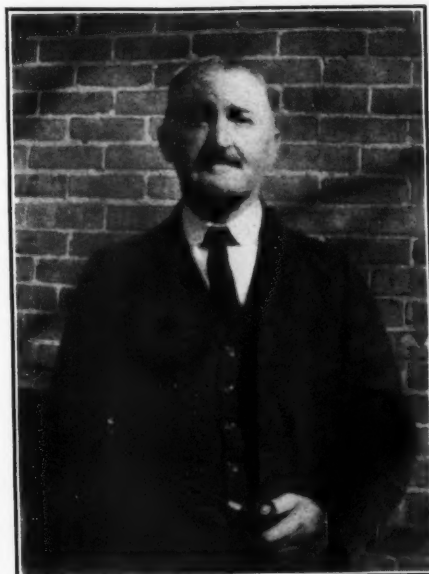
ALL America, and, in fact, all the maritime world, has heard of Captain Marty Welch. The prowess with which that mild-mannered and lovable little skipper sailed the racing schooners *Navahoe*, *Esperanto* and *Elsie* have been extolled in print; and the modest recipient of all the justly given encomiums has been so often the lion (though reluctantly) at club dinners and banquets, that he is the personal friend of thousands who love ships, shipping and the sea.

Just such another man is his brother, Bill.

Captain William was born at Digby, Nova Scotia, in 1861 and was brought to Gloucester at the age of 9. At 15 he began a long and honorable fishing career, sailing from Rocky Neck, East Gloucester, with Captain Leonard Whalen in Proctor Brothers' schooner, *Avon*. After that he fished in the schooners *Noon Day*, *Everett Pierce*, *Marguerite* and *James & Ella*.

When 23 years old, T. A. Langsford & Son made him skipper of the *F. R. Walker*. Other fishing schooners that he commanded were the *George A. Upton* for Gardner & Parsons, *Henry W. Longfellow* for John F. Wonsen, *George S. Boutwell* for the Parmenter Co., the *Thomas F. Bayard* for Loring B. Haskell, et al, and the *James & Ella*.

From the more or less beaten tracks of fishing skipper-ship, Captain Welch entered the long-distance packet trade. He sailed the schooner *Romance* between New Bedford and Africa, making the Cape Verde Islands an important port of call. After a long period in this passenger-carrying business, he delivered the schooner



CAPTAIN WILLIAM WELCH

Rose Standish to her new owners at San Juan, Porto Rico.

Latterly, Captain Welch has devoted his summer seasons to the agreeable pursuit of commanding pleasure yachts. He has been master of the *Hoosier* (ex-*Grace II*), and at present has a year-round job in the schooner *Diabliesse*. The *Diabliesse* is in winter quarters now (the last of March) at Gloucester.

A Treatise on Eels

By CAPTAIN H. NELSON LUCE

I HAVE fished for eels during the past twenty years, and have handled a wide range of varieties, using several different methods of capture. Most of my eel-fishing has been done in the vicinity of Martha's Vineyard, Massachusetts.

My largest eel catches have been made with what is known as the "Boston Pot", three feet in length and ten inches in diameter. This trap is made of wire mesh, and has two funnels. When using the Boston Pot, I set out about fifty, baiting them with squid and small fish. Such a trap is very useful in catching what is known locally as the mud eel, so-called on account of its preference for muddy parts of the water.

Early in May of each year, we get what is known as the school eel. Eels of this species are of different colors, some-being very dark, some yellowish and some of a silvery color. School eels vary in weight from one-half to 3 or 4 pounds, and seem to be of a migratory

nature, traveling in schools. Good catches of this variety are made by using the Boston Pot.

The marsh eel, another species, cannot be caught with baited traps, as it has habits differing from those of the mud and school eels. Marsh eels are best caught during the months of September and November, when they leave the salt water for ponds, in which they follow the shore line in search of spring holes. This species is characterized by a dark skin, and has a very sharp nose with prominent "feelers". Marsh eels vary in weight from one-half to 3 pounds. They are usually known to leave the ponds for salt water about May 1. Fishermen in search of marsh eels go over the marshes, find the spring holes, and spear the contained eels after cutting away varying amounts of vegetation which cover the spring holes. Large catches are often made in this manner, and some very large eels are often caught in May.

I have also had some experience in catching the conger or sea eel, which averages in weight from 8 to 18 pounds. Conger eels have a large mouth, very sharp

teeth, and are very savage when caught. Conger eels are sometimes caught with baited hooks, and are taken in lobster pots and fish weirs.

Another well-known eel is the "Neashaw" or silver eel, which does not take bait. The silver eel is caught by using fyke nets, and by using a specially constructed fish weir. Both fykes and weirs are set across creeks, and are also set extending from pond shores. During the months of October and November, on dark, stormy nights, the silver eels are caught in fyke nets when attempting to leave the ponds. The fyke pots, which are shaped like large bottles, are made of oak strips and pine roots, and are about seven feet long and twenty-four inches in diameter at the mouth. The fyke pots have two funnels, one at the mouth and one in the middle. Weirs, three feet long, are made of strips, one inch wide and one-half inch thick, pointed and driven into sandy or muddy bottoms. The strips are woven one-half inch apart, with six-thread rope. Weirs lead the eels into pots, constructed similarly to those used in connection with fyke nets.

By using fykes and weirs, I have caught Neashaw eels as late in the year as December 10. I have never been able to find out at what season of the year the Neashaw eels return to the ponds. This species varies in size from one-half to 5 pounds. The Neashaw eels will sometimes squirm over sandy beaches in trying to get from fresh to salt water. Some years ago, at No-Man's Land, three miles from Martha's Vineyard, Mass., there came an unusually high tide, which caused the salt water to go over the beach into a small pond. A large number of Neashaw eels, some of considerable size, were caught while attempting to squirm over the beach into the salt water, most of them having been caught during one afternoon. I have kept catches of Neashaw eels a whole year in live cars, without feeding them, and they seemingly had lost no weight during the entire period of their confinement in live cars.

In using weirs for catching Neashaw eels, I have sometimes found the weir pots to be so over-crowded with eels that some were dead from suffocation.

During the season of 1923-24, I kept my fall catch of Neashaw eels from the middle of November until February 20th, at which time the eels were shipped to market. At that time the ice was ten inches thick around the live car.

(It is sincerely hoped that the foregoing will prove to be useful to any interested person who happens to read it. I shall be glad to answer any questions relative to eel-fishing, by correspondence or otherwise, and am giving my home address in case anyone should wish to correspond with me.—Capt. H. Nelson Luce, R. F. D., Vineyard Haven, Mass.)

Another Happy Fish Tale

Jewitt City, Conn.—Here is a fish story for which, in effect, the Connecticut state police vouch.

Confiscated liquor, valued at \$15,000, was poured into the Assawaugua River, with the fish suffering what, in the old days, was known as a hang-over.

Pickarel and shiny minnows frolicked along side by side. Huge black bass floated downstream on their backs and were easily picked up by hand.

The Wauregen mill race was so choked with a drunken conglomeration of finny creatures that they had to be scooped up by the hundreds before the power machine could function properly.

Some Interesting Fishery Figures

ACCORDING to figures just released by the United States Bureau of Fisheries, the annual production of fishery products in the United States is over 2¾ billion pounds, valued, as landed, at over 90 1/3 million dollars. The total investment in equipment and cash capital is over 201 million dollars. These figures cover production only, and do not include the investment in the manufacturing or selling ends of the industry, nor the values of the manufactured products.

The following table shows the distribution, under three geographical divisions, of the investment and production (poundage and value).

	Atlantic and Gulf States	Pacific States and Alaska	Great Lakes, Lake of the Woods, etc. & Mississippi River and Tributaries
Investment	\$93,333,358	\$88,167,830	\$19,531,447
Production (Lbs.)	1,794,559,202	745,848,767	216,144,176
Production (Value)....	\$50,756,752	\$22,962,163	\$11,303,154

The figures for the Atlantic and Gulf States follow:

	New England	Middle Atlantic	South Atlantic	Gulf
Investment	\$40,597,097	\$38,774,431	\$7,423,971	\$6,537,859
Production (Lbs.)	467,339,870	863,681,626	332,614,123	130,923,583
Production (Val.)	\$19,838,657	\$24,407,785	\$5,348,616	\$6,510,310
Av. Val. Per Lb.	\$.042	\$.028	\$.016	\$.050

It is interesting to note the values of the annual yield of the leading fishery products of the Atlantic and Gulf States. These values are not for any particular year, but are compiled from surveys of the various sections of the coast made by the United States Bureau of Fisheries during 1918, 1919, 1920 and 1921, and are the best figures available. The following is a list of the fifteen most valuable fishery products of the Atlantic and Gulf States in the order of their yearly value, as taken from the Government tables:

1. Oysters (Market and Seed)	\$13,621,605	6. Haddock	\$2,545,831
2. Menhaden	5,545,172	7. Clams (Hard, Razor, Soft)	2,500,815
3. Cod	3,673,027	8. Shad	2,281,981
4. Lobsters	2,838,930	9. Mullet	1,831,063
5. Squeteague or Sea Trout	2,758,599	10. Mackerel	1,713,335
11. Shrimp and Prawn	\$1,599,652		
12. Crabs	1,473,032		
13. Flounders	1,161,087		
14. Scup and Porgies	1,115,991		
15. Alewives	1,000,298		

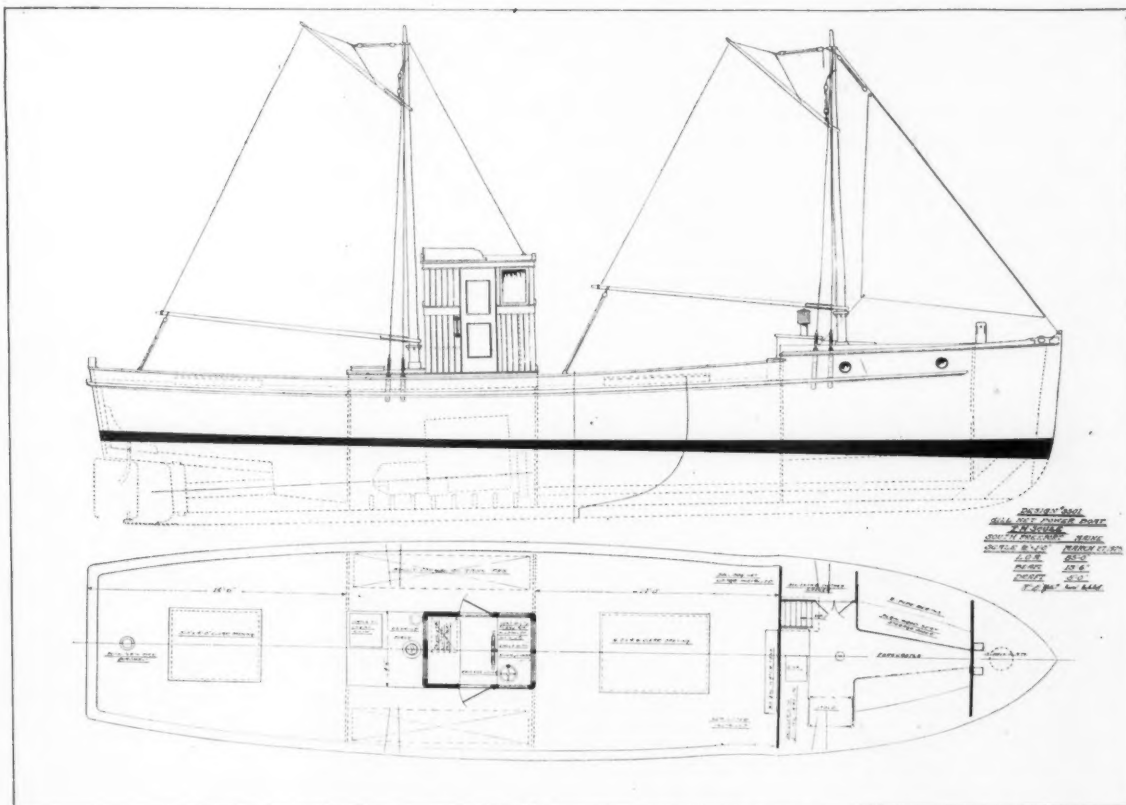
If more up-to-date figures were available, they would doubtless show several changes in the order of the products listed above.

A Handy Herring Fisherman

TH. Soule, South Freeport, Maine, is about to begin building a herring fisherman for a Portland skipper from the plans shown below, which are by W. H. Millett of the Soule Company. This vessel shows a mighty interesting arrangement. She is 55 feet over all; beam, 13 feet, 6 inches; and draft, 3 feet. A 75 h. p. Automatic oil engine will be used for power, which should give her a speed of 12 m. p. h. In the herring season she will fish out of Portland, but in the winter she will be used for dragging farther south.

Her construction specifications follow: Keel, 6 in. x 8 in. oak; deadwood and rest of backbone, oak; frames, 2 in. x 3 in. oak; deck beams, 2 in. x 4 in. oak; keelson, 4 in. x 6 in.; stringers, 2 in. x 8 in. yellow pine; shelf, 4 in. x 6 in. yellow pine; engine beds, 4 in. x 10 in. oak; planking, 1½ in. yellow pine; decking, 2¼ in. x 2¼ in. yellow pine.

This boat will also be equipped with a Bull Dog hoisting engine and net lifter. She will cost, complete, about \$12,500.



A GOOD TYPE OF THE MODERN MONEY-MAKER

NEWS OF THE BOATYARDS

THE HUMPHREYS RAILWAYS, INC.

Weems, Va.

This yard designs, builds, rigs and equips for sea all classes of boats, wood or steel, up to 200 feet, specializing on commercial craft. They have their own machine and boiler shops.

BAKER YACHT BASIN, INC.

Quincy, Mass.

While these people are not building any boats at the present time, they are very busy on repair work and reconditioning.

NEWPORT SHIP YARD

Newport, R. I.

This yard is very busy on repair work, and does not contemplate any building at present.

W. J. MORSE

Pleasant Point, Maine

Mr. Morse builds only a few boats each year, confining his building to the winter months. He always has on hand sufficient orders to keep him busy.

RICHARDSON BOAT CO., INC.

North Tonawanda, N. Y.

This Lake Erie yard reports a number of boats under construction.

Boat No. 1.—Name, Will Gold III; work started December,

1924; will be ready in May, 1925; type of boat, express cruiser; service, pleasure; building for R. Williams, Buffalo, N. Y.; designed by J. Hacker; length, 44 feet; beam, 10 feet; draft, 3 feet; estimated speed, 25-28 m. p. h.; type of engine, gasoline; make, Sterling; horsepower, 270; rigging, etc., by the builder.

Boat No. 2—Unnamed; work started January; will be ready about May; service, passenger; building for P. B. Palmer, Watkins, N. Y.; design by builder; length, 50 feet; beam, 12 feet; draft, 3 feet, 6 inches; estimated speed, 12 m. p. h.; type of engine, gasoline; make, Lathrop; horsepower, 65; rigging, etc., by builder.

Boat No. 3—Unnamed; work started November, 1924; will be ready about June, 1925; type of boat, auxiliary; service, pleasure; building for Dr. F. Van Dugee of Buffalo, N. Y.; designed by J. G. Hanna; length, 42 feet; beam, 13 feet; draft, 6 feet; estimated speed, 4 m. p. h. with power; type of motor, gasoline; make, undecided; horsepower, 10-15; rigging, etc., by builder.

This yard also reports the following boats under construction: A lot of ten 23-foot cruisers; three 25-foot runabouts; two 20-foot runabouts; a 36-foot cruiser as well as a number of smaller jobs and re-building.

(Note.—Though we purpose to cover in this department only the boat yards of the Atlantic seaboard, we are making an exception in this instance.—Ed.)

T. H. SOULE

South Freeport, Maine

This concern has already delivered six of the ten 75-foot Patrol Boats, under contract, for the Coast Guard Service. They also have under construction two 43-foot schooner yachts and three 30-foot cruising sloops, all for the Boston designer, John G. Alden. A 32-foot raised deck cabin cruiser, from their own designs, is also under way. A 55-foot herring fisherman, described elsewhere in this issue, will be laid down shortly.

GUY GARDNER

Swampscott, Mass.

This yard has built a 22-foot, over all, fishing launch for Ralph Martin of Swampscott. She is a fine sturdy craft with counter stern, crooked sheer and high bow, and will be driven by a 6 h. p. Bridgeport motor. Mr. Gardner has also built a duplicate of this boat for an Italian fisherman at Nahant.

WILLIS J. REID

Winthrop, Mass.

Mr. Reid has a heavily built, square sterned, high-sided power fisherman all ready for painting. She is a fine job of work, is oak framed and hard pine planked, and has a low deck house from close to the stern to nearly amidships. On the forward end of this trunk there is a roomy pilot house. There is a raised deck forward—a sort of fore-castle head.

This craft is 54 feet over all, 14 feet beam, and will draw 4 feet. The power will be furnished by a Fairbanks-Morse "C-O" oil engine. With high bulwarks, plenty of large brass-framed ports and plenty of room above and below decks, this should make a comfortable little vessel in which to fish. She is for Italian owners and is similar to five others that have been built by Mr. Reid.

ROCKY NECK RAILWAYS

East Gloucester, Mass.

At the Rocky Neck Railways, Mr. Sherman Tarr is converting two of the former government owned 110-foot sub-chasers into power fishermen for Newfoundland owners. They will have 75 h. p. Atlas engines.

At this yard, Captain Lemuel Firth is fitting out his former sub-chaser, *Three Sisters*, for seining, and a fishing schooner is receiving a new keel.

GEORGE L. CHAISSON

Swampscott, Mass.

At the George L. Chaisson shop, Captain Max Codwise has had a new fishing craft built that has the characteristics that give great speed. She is 28 feet over all, 7 feet beam, has a

14 h. p. Fay Bowen engine placed amidships and will probably make as high as 13 m. p. h.

This yard has on order 24 sloop-rigged knockabouts for the Duxbury Yacht Club. These are 18-footers with 6 feet, 4 inch. beam, and were designed by John G. Alden of Boston. Sails will be made by Wilson & Silsby.

Also on order are five 16-foot boats for Jamestown, R. I., parties, and two 18-footers for the Watch Hill Yacht Club.

N. A. JACOBS SONS

380 Commercial St., Portland, Me.

This concern is busy on a number of 20 foot open pleasure launches.

D. H. HECKMAN

Kennebunkport, Maine

This yard, which also runs party boats and does a large rental business in the summer, has about all the work it can handle at present, for in addition to building it is necessary to keep the raft fleet in shape.

The following three boats were reported as under way:

Boat No. 1—Unnamed; work started December; will launch in June; type of boat, power yacht tender; designed by D. H. Heckman; length, 15 ft.; beam, 4 ft., 6 in.; draft, 10 in.; estimated speed, 7 m. p. h.; type of engine, outboard; make, Evinrude; horsepower, 5.

Boat No. 2—Name, Frances; work started April 1; expect to launch in June; type of boat, cat; service, pleasure; length, 18 feet; no engine; rigging, sails, etc., by builder.

Boat No. 3—Name, Grace; work started March 15; type of boat, cat; service, pleasure; length, 20 ft., 3 in.; draft, 2 ft.; type of engine, outboard; make, Evinrude; horsepower, 5. Rigging, sails, etc., by builder.

GREENPORT BASIN & CONSTRUCTION CO.

Greenport, New York

The spring rush is well under way at this yard. Besides the Star class boats the company is building for the North Fork Yacht Club, the one design sloops, and the 36 and 52 foot cabin cruisers, the company has received an order for a 45-ft. tug boat, designed by F. K. Lord, of New York. This boat, which was ordered by the Andes Copper Mining Company, will be used to tow barge loads of copper ore from the mining company's mines in Chili to the stamping mills. The boat will be powered with a 70 h. p. Wolverine oil engine.

This Greenport yard has also constructed a 26-foot coaching launch for the Princeton University Athletic Association. This craft was designed to be used on Carnegie Lake, where the university crews train. The specifications call for a launch that will run at ten miles an hour without making any fuss, and also be capable of a speed of from 15 to 16 miles per hour. This craft is equipped with a F-4 Scripps motor. There is a forward cockpit for the coach and his assistant and an after cockpit for the helmsman.

The powerful high speed Hall-Scott motor has been removed from the launch *Nueva*, champion cruiser of last season, and a W. S. M. motor installed. The steamer *Emblane*, Captain Edgar Brooks, owned by the Bliss Torpedo Company, has been hauled out and put in first class condition for the work of testing torpedoes this spring.

SHIP CALKER KILLED

William Boardman, who for many years has been employed at the Eastern Shipyard, Greenport, New York, died recently as the result of injuries sustained while at work in the company's yard. It is believed that Boardman, in operating the controls on the railway, threw on the brake before shutting off the power, and that the heavy iron brake bar was torn from his grasp, inflicting the fatal injuries.

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LOBSTER NOTES



THE SITUATION

SO great have been the receipts of Nova Scotia lobsters at Boston during the past few weeks that the bottom has all but fallen out of the lobster market. Fishing conditions in Nova Scotia have been unusually favorable with lobster's plentiful and of large size.

Many Maine lobster fishermen are engaged in other lines of fishing until such time as the price of lobsters advance to a point where it is profitable to fish for them. With frozen herring, the only bait available, fetching 5½ cents a pound, and lobsters bringing but 15 to 20 cents a pound, the fishery is unprofitable.

Ship 5,389 Packages in March

According to the Yarmouth (N. S.) Telegram, 5,389 packages of lobsters were shipped by the fishermen between Brier Island and Liverpool during the month of March. The last shipment of the month consisted of 1089 crates by the steamer *Prince George* from Yarmouth. The lobsters sold at Boston for \$30 per crate.

A prominent lobster dealer of Yarmouth stated that the 5,389 packages would average 175 pounds each, making a total of 943,000 pounds. If the lobsters sold at a most conservative average of 23 cents, the total amount returned for the month of March would be \$216,890. These figures indicate the great value of the lobster fishery to that section of the Nova Scotia coast. In addition all the canneries along the coast are working to capacity. The price paid for the small lobsters has ranged from eight to twelve cents—adding thousands of dollars more to the lobster yield.

Nova Scotia Reports New Type Lobster

According to report, there is a new type of lobster being caught in Nova Scotia waters this year. The fishermen of Shelburne, Yarmouth and Queen's counties have noticed a pronounced difference in the type so far this season, the fish averaging a very much larger size, with

comparatively few small ones. In one instance, which may be taken as an average, out of a total catch of 86 lobsters not more than 20 were under nine inches.

Another proof that the type is changed is offered in the marked difference in the tails of this year's catch, which are widely flanged and spread instead of being close knit and round. Furthermore, red spots appear on the shell, instead of the usual even, unbroken dark color.

It is said that this type of lobster was seen to some extent on the coast of Maine last year, but Nova Scotia fishermen say that it is a new type to them. If this type runs to a larger average size, the Canadian fishermen will be well pleased to have the new visitors take up a permanent residence along the shore of Nova Scotia.

How's This For Seining?

The first steam menhaden oil factory in Maine was erected at South Bristol in 1864 by W. A. Wells & Company. This firm also was the first to attempt to catch fish in purse seines. The first purse seine used by them was one hundred fathoms long and ten fathoms deep. It was operated by Captain E. T. Dubois of Portsmouth, Rhode Island. The boats this company used were of one sail, cat-rigged, and open, and were too large to be controlled by oars.

In fishing, the boats were brought together to the windward of a school of fish, with sails down and booms triced up. They were then opened, the seine divided, and each boat went to leeward to encircle the fish.

Such methods now seem crude, but in 1864-65 the Wells Company, with one seine and two boats, which were forty-five feet long, twelve feet wide by six feet deep, obtained in John's Bay all the fish they needed, and made, what at that time was considered, large sums of money.

Bristol has since turned out some racy, smart menhaden fishermen and many clever skippers who handled them. They could always be counted on to produce the raw material for the manufacturers of this now famous oil.



TO THE SOUTH'ARD



Only "R" Months for Oysters in New York

THE old tradition about oysters being "in season" only in the months with "R" in them, has been practically enacted into the law of the Empire State, for during the closing hours of the Legislature there was passed, and Governor Smith has since signed, a bill prohibiting the possession of oysters for sale for food purposes from May 15 to August 31 inclusive.

All shellfish grounds in the State are placed under the Supervisor of Marine Fisheries who shall appoint two shellfish inspectors and establish as many patrols of the shellfish grounds as may be necessary. The patrols shall have all the powers of game protectors.

There is a provision for the appointment of a bacteriologist and his installation in a laboratory on Long Island with as many assistants as necessary to test the shellfish from all beds and publish the results.

\$15,000 is made available for investigation of the pollution of waters where oysters are raised in the chief conservation bill signed, while another gives the governor power to close all forests to the public in time of drought.

The closed season for oysters in summer will not have any particular effect here, as it has not been customary to market oysters during the warm months. Many oystermen have maintained, however, that the bivalves are often good to eat throughout May and even later, until they become "milky" in process of spawning.—*Patchogue, (N. Y.) Advance.*

Oysters Spawn in Florida Year Round

"Oysters will spawn in Florida waters during every month in the year, but the spawning season generally is considered to be best from March until September," says T. R. Hodges, state shell fish commissioner of Florida.

"The normal oyster is supposed to spawn ten million eggs, or spat. The young oyster grows rapidly in Florida, and in the first twelve months becomes three or more inches in length. Within two years the oyster is of marketable size, and if left undisturbed will grow from six to twelve inches long."

Good Opportunity for Skippers

The Warren Fish Company, of Pensacola, Fla., would like to communicate with some good steady skippers who might be interested in fishing out of Pensacola. This southern port offers unusual opportunities. It has two firms, established over forty years, which now operate a fleet of thirty-five modern fishing vessels. These craft are equipped with cork-insulated ice boxes,

carrying from 25 to 30 tons of ice. Hand-line fishing may be pursued the year around. Fishing is on the share basis, and the average trip is of three to four weeks. A fixed price is paid for catches, so that the fisherman will know always what he is to receive when he lands his fare.

Should any skippers desire further information they are requested to write direct to the Warren Fish Co., Pensacola, Fla.

Florida Fisheries Worth \$15,000,000

Florida is blessed with more sea food producing territory than any state in the Union, according to Shell Fish Commissioner T. R. Hodges.

"Florida is favored with a mild climate which allows fishing throughout the winter months," continued Commissioner Hodges, "when the northern fisheries are frozen over and of little value. This gives a splendid opportunity for markets for fresh fish, and is one of the reasons Florida is the greatest shipper of fresh fish.

"In one year 13,000,000 pounds of fish, shrimp and oysters were shipped from Florida to the North. The industry is worth practically \$15,000,000 annually now to the state, and with proper development and artificial planting is capable of almost unlimited expansion."—*Tarpon Spring, (Fla.) Leader.*

Inlet Project Abandoned

After spending \$100,000 or more, in its effort to provide a passageway for fish into Pamlico Sound, the North Carolina Fisheries Board abandoned the project recently, and the dredge employed on the work has been removed. No announcement of future plans has been made, but there is no State appropriation for further work.

New Inlet was opened on October 7. At the time it was opened, it was 200 feet wide, and carried four feet of water on the ocean bar. Two days later, the inlet had widened to 400 feet, and carried seven feet of water on the bar. Officials in charge predicted it would be successful, but unusually bad weather prevailed for several days, and the inlet gradually closed.

A few weeks ago the dredge was taken back to New Inlet, in hope of saving the work done by the State. But before the dredge could accomplish much work, the inlet closed, and men were driving automobiles across on the ocean side.

Embargo on Fish Scrap

The fish scrap manufacturers in the vicinity of Beaufort, N. C., are facing a very serious situation because of an embargo on fish scrap placed by the railroad companies.



Sch. Emerald Burned at Sea

SCHOONER *Emerald*, of the O'Hara fleet out of Boston, burned and sank following an explosion on Georges, March 26th. Captain Lawrence J. Norris and his crew of 26 men took to the dories and were pretty well exhausted when they landed at Cape Cod after a stiff row of 100 miles or so through a fairly heavy sea.

It is believed that coal gas forming in the stove exploded scattering the live coals about the cabin. Captain Norris and Engineer Mayo were alone aboard the vessel when the explosion occurred, the others being out trawling, some of them a mile away. The dories were hurriedly called, the men arriving too late to save anything but a few personal belongings and a small store of provisions.

The *Emerald* was practically a new vessel, being less than a year old.

The Anti-Jazz Stove Tonics

To make pots and pans "stay put" on his Shipmate has always been the most cuss-provoking detail of the cook's job aboard a pitching fisherman. Be he ever so skillful with his wire and hooks, there comes a time when a goodly portion of the voraciously anticipated dinner is spread over the galley floor.

Hereafter there will be no excuse for such sickening accidents if a little device recently perfected by Dr. Al-

bert Westlake is used. It is called appropriately the Anti-Jazz Stove Tongs, and consists of two adjustable curved arms which fit tightly around the cooking utensil, no matter what its size, and are clamped there. These tongs are pivoted at one end, and this end is bolted or clamped to the side or back of the stove so that the tongs may be swung to cover a particular hole in the stove. It is impossible for the pots thus clamped to capsize or to jump out of the tongs or slide from their positions. It looks as though the problem of cooking while under way in bad weather had at last been solved.

(The Stove Tongs advertisement on Page 6 is worthy of especial attention, the limericks being from the pen of the inventor, Dr. Westlake.—Ed.)

Copper Oleate Preservative

Proven by experience to be the best preservative for Nets, Seines and other fishing gear, whether cotton, linen or manila.

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The Shepherd Chemical Co.
Cincinnati, Ohio

NETS, TWINES and FITTINGS for all the FISHERIES STANDARD OF COMPARISON

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Our marine railways accommodate boats up to 80 feet.

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Fishing Notes from Maine

(Continued from page 10)

by a New York lady of the same name, who is much interested in the fisheries. The *Martin* will be commanded by Allan Campbell and will have a crew of seven, sailing out of New York City.

Herman Anderson is having a new 35-foot boat built by Granville Davis. It will be fitted with a 35 h. p. Kermath engine, and will be used for trawling. Warren Higgins has just bought a new boat at Eagle Island, and will fish for the Parkhurst Company at Old Harbor. Granville Davis is soon going to build a boat for Alex Davis to carry the mail between Frenchboro and Swan's Island. It will be a 35-footer. Granville expects to build another for Jud Smith of Burntcoat Harbor,

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BEALS,
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Frank Ross is going to run the fishstand at Frenchboro, owned by the Waldo Trust Company. The famous four Lunts—Benny, Sanford, Guy and Shirley, all of Long Island, will be employed by the Parkhurst Fisheries at Old Harbor during the coming season.

At present about 20 boats are lobstering at Vinalhaven, and about 15 boats are trawling. Lew Thomas and Charles Young have just bought a new 26-foot motorboat. Aubrey Delano is expecting a new boat.

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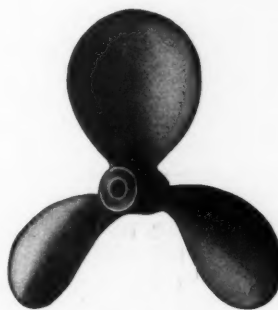
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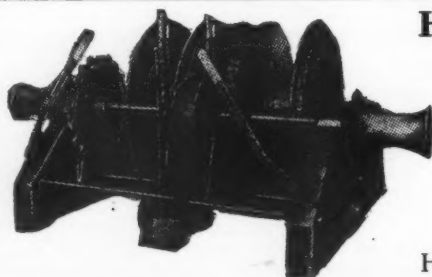
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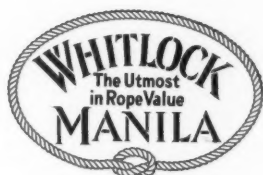
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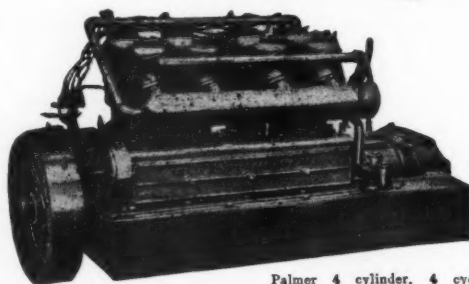
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